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**ADRIENNE J. TISSIER**  
*San Mateo County*

**KEN YEAGER**  
*Santa Clara County*

**AMY WORTH**  
*Cities of Contra Costa County*

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**STEVE HEMINGER**  
*Executive Director*

**ANDREW B. FREMIER**  
*Deputy Executive Director*

**BAY AREA TOLL AUTHORITY (BATA)  
OVERSIGHT COMMITTEE  
February 13, 2008  
MINUTES**

**Attendance**

BATA Oversight Committee Chair Steve Kinsey, convened the meeting at 9:40 a.m. In addition to Chair Kinsey and Committee Vice Chair Dave Cortese, the following Committee members were in attendance: Tom Ammiano, Tom Bates, Bob Blanchard, Federal Glover, Bijan Sartipi, Adrienne Tissier. Other Commissioners included: Authority Chair Bill Dodd, Authority Vice Chair Scott Haggerty, Dean Chu, Dorene Giacopini, Anne Halsted, Sue Lempert, Jon Rubin and Amy Worth.

**Consent Calendar**

Seven (7) items were unanimously approved on the Consent Calendar.

**Minutes of the January 9, 2008 meeting**

Meeting minutes of the January 9, 2008 were unanimously approved.

**BATA Financial Statements – December 2007.**

The Committee was in receipt of the December 2007 BATA Financial Statements.

**Contract Amendment – On-Call Construction Management and Design Services**

The Committee unanimously approved authorizing the Executive Director or his designee to negotiate and enter into contract amendments with PB Americas, Inc. in the amount not to exceed \$420,000 to provide staffing to perform construction management and oversight for construction projects and design services for design projects.

**Contract Amendment – Advanced Toll Collection and Accounting System (ATCAS) Toll Plaza Server Room Improvements**

The Committee unanimously approved authorizing the Executive Director or his designee to amend the existing contract with Aztec Consultants, Inc. in an amount not to exceed \$140,000 to fund, at BATA's sole discretion, task order work related to capital maintenance of the ATCAS computer rooms.

**Contract Amendment – On-Call Construction Management and Project Design Services**

The Committee unanimously approved revising the HNTB contract to reflect the correct total contract amount.

Consent Continued:

Toll Bridge Rehabilitation Program – BATA Resolution No. 74, Revised

The Committee unanimously approved forwarding to the Authority BATA Resolution No. 74, Revised, Toll Bridge Rehabilitation Program.

Reauthorization of BATA Debt Policy, Rehabilitation No. 51, Revised

The Committee unanimously approved forwarding to the Authority BATA Resolution No. 51, Revised, BATA Debt Policy.

Contract – Toll Bridge Violation Enforcement System

Ms. Beth Zelinski, BATA staff, requested the Committee to authorize the Executive Director or his designee to negotiate and enter into a contract with TRMI Systems Integration in an amount not to exceed \$7,549,007 to design, install and maintain a new violation enforcement system on the state-owned bridges. The existing cameras are obsolete and difficult to maintain in order to generate quality images. Based on a Request For Proposal (RFP), staff is recommending TRMI Systems Integration of Accord, NY to perform the project. TRMI was determined to be most advantageous to BATA based on their experience in California and the toll industry. The installation will begin June 2008 and be completed by Spring 2009. The Committee unanimously approved authorizing the Executive Director or his designee to negotiate and enter into a contract with TRMI Systems Integration, in an amount not to exceed \$7,549,007 to design, install, and maintain a new violation enforcement system on the seven state owned toll bridges.

Contract – Video Tolling Demonstration Project

Ms. Linda Lee, BATA staff requested the Committee to authorize the Executive Director or his designee to negotiate and enter into a contract with PBS&J in an amount not to exceed \$600,000 to provide consulting services for the Video Tolling Demonstration Project. The concept of video tolling includes a system whereby tolls are charged by reading license plate images of cash-paying vehicles and then identifying these motorists for pre- or post-payment. The proposed video tolling study is to determine the feasibility and assess the operational and financial impacts of implementing a video tolling system on the state-owned toll bridges. Based on an RFP, staff is recommending that PBS&J be selected to conduct the feasibility study. The PBS&J team was determined to be the most advantageous to BATA based on its experience in studying and implementing video tolling systems. The Committee unanimously approved authorizing the Executive Director or his designee to negotiate and enter into a contract with PBS&J, in an amount not to exceed \$600,000 to evaluate the feasibility of implementing a video tolling program on state-owned toll bridges in the Bay Area.

Richmond-San Rafael Bridge: Bicycle & Pedestrian Access Study 3<sup>rd</sup> Traffic Lane Study

Mr. Doug Johnson, MTC staff, provided an overview of the Bicycle & Pedestrian Access and 3<sup>rd</sup> Traffic Lane Study studies for the Richmond-San Rafael Bridge. During Summer 2007, Caltrans and BATA staff agreed to merge the ongoing public access study and the study examining the potential of placing a third traffic lane on the Richmond San Rafael Bridge. Based on numerous study efforts regarding providing bicycle and pedestrian access on the bridge the most recent efforts defined three alternatives, as follows:

- Preferred Alternative: Provides for off-peak public access to the existing bridge on the upper deck via a moveable barrier that can be moved to create three travel lanes during the morning peak \$55+ million
- Existing six lane bridge with separate off-deck bi-directional pathway \$400+ million
- New six lane bridge with new pathway \$7+ billion

The cost estimates for all of the alternatives are subject to be revised based on final design alternatives and design exceptions. Based on the study efforts the Bicycle and Pedestrian Access study has made several key findings, including 1) the bridge is in need of a new third traffic lane to accommodate peak period/peak direction traffic, 2) it appears feasible to convert the existing shoulder to accommodate both a third traffic lane in the peak period/peak direction and an off-peak two-way non-motorized path on the bridge's upper deck, 3) if the capital costs are close to estimates, adequate funding could be secured for the preferred alternative, and 4) the off-deck bike options may be feasible, but are not fundable in the near term.

Chair Kinsey provided a history of the efforts to implement bicycle and pedestrian access on the Richmond-San Rafael Bridge, including that access on the bridge is part of the Bay Trail project. He indicated that Caltrans will report that Caltrans finds that the preferred alternative is unsafe and will oppose implementation of the alternative. He further expressed disappointment because he believes that Caltrans has delayed the process of implementing bicycle access on the bridge and that Caltrans could have expressed its opposition to the project at an earlier time. He suggested that a potential next step is to seek legislative support for the project. Commissioner Bijan Sartipi expressed that Caltrans has participated in the numerous studies for the project to try and determine a safe method to provide bicycle access on the bridge. However, based on Caltrans analysis, removing the current shoulder to provide bicycle access would not be a safe operation of the facility.

A number of the Committee members provided comments and raised questions regarding the project. In response to the questions raised by the Committee, Mr. Steve Heminger, BATA Executive Director, Mr. Sartipi and Mr. Johnson, provided the following:

- The recently completed seismic retrofit and rehabilitation of the Richmond-San Rafael Bridge cost about \$1.0 billion and the bridge is currently about 50 years old.
- The preferred alternative, which includes the use of a movable barrier was intended to allow bicycle access on the bridge and allow the bridge to have three traffic lanes in the peak direction.
- Given that Caltrans finds that the preferred alternative does not provide a safe operation of the bridge, the next steps as laid out on the staff report would need to be revised. Caltrans is the owner and operator of the bridge; therefore, a next step to provide bicycle access could be through a legislative mandate.
- The cost for the preferred alternative includes the movable barrier, converting the bridge to three traffic lanes and operating costs. The capital costs for the project is about \$40 million. The cost of the preferred alternative could significantly increase based on issues regarding access in the vicinity of the toll plaza and implementing the third traffic lane.
- The preferred alternative includes an eight-foot bicycle path. A narrower bicycle path was not recommended due to ADA compliance requirements.

Commissioner Haggerty indicated for the Committee to make a decision on the issue, staff would need to provide additional detail regarding funding for the project and projected use of the bicycle lane. He suggested that the Authority Chair develop a Committee of involved stakeholders to further examine alternatives and a resolution of issues for bicycle and pedestrian access on the bridge.

Laura Thompson, ABAG Bay Trail Project Manager, Sabrina Merlo, Bay Area Bicycle Coalition, Robert Raburn, East Bay Bicycle Coalition, and Deb Hubsmith, Marin County Bicycle Coalition, spoke in favor of providing bicycle access on the Richmond San Rafael Bridge. Comments from the public speakers included, MTC should establish an access account that can be used to fund studies and other activities to support bicycle and pedestrian access, bicycle demand has grown at the same rate as vehicle demand, MTC, BATA, BCDC and Caltrans should work together to develop a plan for access on the Richmond San Rafael Bridge, and there are over 1,000 miles of freeways that allow bikes, but do not have barriers; therefore, a barrier system on the bridge should be safe. Also, Jerry Grace provided comments regarding the Richmond San Rafael Bicycle Pedestrian Access.

Chair Kinsey indicated he would work with the Authority Chair to develop a plan for next steps on this issue.

#### Update on BATA Financing Bond Insurers

Mr. Brian Mayhew provided the Committee with an update on recent rating agency actions regarding bond insurers. Since January, Moody's has downgraded the ratings of one of the insurance firms that BATA utilizes for its variable rate debt. The downgrade impacts \$290 million of BATA's variable rate bonds. Additionally, due to recent issues with insurers,

BATA's debt costs have increased and could further increase if recent trends continue. The BATA finance team is currently developing a plan, which could include refinancing all or part of the BATA variable rate portfolio. Additional information on the status of the market and a proposed plan of action will be provided at the Authority's February 27<sup>th</sup> meeting.

Regional Measure 1 (RM 1) and Toll Bridge Seismic Program (SRP) Monthly Progress Report  
The RM 1 and SRP progress report was provided to the Committee for receipt.

Other Business/Public Comment/Next Meeting/Adjournment

There being no further business or public comment, the meeting was adjourned at 11:45a.m. The next Committee meeting will be on March 5, 2008 in the First Floor Auditorium, Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland, CA.